



Battling on with my 1965 4.2l Mark 10 (Caspian)

Saturday, 29th August 2015

Of course, all you XJ6/12/40 etc owners will know that the designation "XJ" was first used internally by Jaguar just after WW2. It stood for "eXperimental Jaguar", and, believe it or not, the car that was to be marketed as the XJ6 was actually designated "XJ4" when in development.

I have a not-quite-comprehensive list of the XJ designations, and here are a few interesting extracts:

- XJ4 = XJ6 saloon
- **XJ5 = 4.2 litre Mark X**
- XJ6 = Probably not assigned, to avoid confusion with product model name.
- XJ27 = XJS V12 Coupe
- XJ35 = Series II XJ6 Coupe

Obviously, not all of the eXperimental Jaguars went into production.

I've made some good progress in my quest to get Caspian registered by the end of the year.....

Cooling system

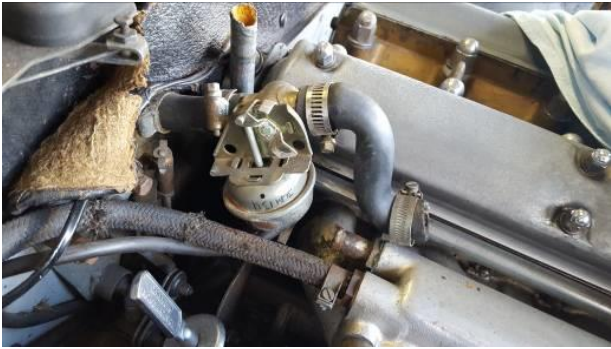
I've now managed to source all of the cooling system hoses. The water pump has been re-installed, as has the fan and viscous coupling, the thermostat and the header tank. All that remains now is to fit the radiator, but I was sent 2 mounting rubbers instead of the required 4 so there's a bit of a delay here, but once the rubbers arrive, I can run the engine and flush out the whole system.



The hose between the water pump and the intermediate pipe was difficult to source.



And here's the installed water pump, showing the bottom hose configuration.



This heater valve is not original, but it works, so I'll worry about that in future years!



The thermostat had certainly seen better days!



All dressed up, and raring to go.....

Brakes

While waiting for the correct brake pads, my attention turned to the reservoirs and master cylinder. The latter looks ok, at least externally, so I'll take my chances on this, and leave it alone. The 2 fluid reservoirs are a different story; the bottles look grimy and full of sediment, and the lids, which incorporate the float switches, had somehow corroded away to almost nothing, and required replacing. The rubber caps were in a bad way, but I managed to clean them up. The hoses to the master cylinder look tired, but have been difficult to replace, but I managed to source a length of suitable hose on eBay.

On re-examination, the flexible brake hose to the front wheels were cracked, so I had new ones made up at Brakeforce.



Doesn't inspire confidence.



I labelled them, in case you can't tell the difference!!



Cosmetic engineering. It's a wonder what a little spit-and-polish will do.

Front suspension

The front end has now been completed, with invaluable help from Richard Lynch - a visitor to the club from Newcastle - and our very own Phil Agnew. All that remains now is to set up the toe-in/out, alignment etc (this is beyond me, and will need to be out-sourced). I'm feeling a particular sense of achievement with this, because I've never attempted anything like this before.

In the end, I had gone too far before considering removing the front sub-frame, so I ended up doing all the work at ground level - I don't have a car-lift. I realise now that the whole job would have been a lot easier if I had dropped the front suspension at the start, so I'll note that for the next time (?). To summarise what has been done:

- Upper wishbone and lower wishbone rubbers replaced
- Upper ball-joint and lower ball-joint replaced
- Inner & outer tie-rod ends replaced
- Shock absorbers checked and primed
- Coil springs sand-blasted and powder coated - fire-engine red!
- All removed items cleaned and painted
- Wheel bearings checked and re-packed
- Sway-bar rubbers, and link rubbers replaced.



Lower wishbone before cleaning



Richard, hard at work!



Just waiting for the road wheel. Note the chips on the brake rotor I talked about in a previous article.

Engine

I'm waiting for the radiator to be installed before I can run the motor and flush/change all the engine oil, gearbox oil and the coolant.

Over the last week or so I've noticed a pooling of red oil under the auto gearbox. I've cleaned around the sump, and where I can reach on the box itself, and I'm banking on this being nothing more than seepage from the sump gasket. If not, I'll be in trouble, but I'm promising myself NOT to get stressed about this.

Electrical

Nothing to report

Bodywork

The full rubber body kit, minus the door rubbers which will follow, are now en route from England/USA. The windscreen and rear window rubbers will need to be replaced for the RWC, but the rest can wait.

Upholstery

The leather and moquette has arrived from England - still waiting to source a corduroy-like material used on the bottom of the leather seat cushions.

I've decided to hold off on the carpeting until after the car is registered, or I'll never finish.....

I'm hoping to report some real progress next month.

Happy motoring. We all enjoy our Jags in different ways, but if you have half as much fun with yours as I do with mine, then we must be a happy bunch!